



**CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY**

**BRIEFING: APRIL 12, 2012 BOARD MEETING AGENDA ITEM #4**

**TO:** Chairman Richard and Board Members

**FROM:** Gregg Albright, Acting Deputy Director of Planning

**DATE:** April 12, 2012

**RE:** Approval of Metropolitan Transportation Commission (MTC) Memorandum of Understanding [MOU]

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**Background:**

In support of the Draft Revised 2012 Business Plan, discussions have been on-going with the Metropolitan Transportation Commission (MTC) and rail providers in Northern California to advance a blended California rail system and to support its early investment strategy. On March 29, 2012 the MTC unanimously adopted Resolution No. 4056; "A Memorandum of Understanding (MOU): High Speed Rail Early Investment Strategy for a Blended System on the Peninsula Corridor."

This agenda item authorizes the Acting CEO to sign the attached MTC MOU following the Board's approval of Resolution # HSRA 12-11.

**Memorandum of Understanding (MOU):**

Signatories to the adopted MTC Resolution No. 4056 in support of the MOU include the following:

- Metropolitan Transportation Commission (MTC),
- Peninsula Corridor Joint Powers Board (JPB),
- San Francisco County Transportation Authority (SFCTA),
- San Mateo County Transportation Authority (SMCTA),
- Santa Clara Valley Transportation Authority (VTA),
- City of San Jose,
- City and County of San Francisco, and
- Transbay Joint Powers Authority (TJPA),

The overall intent of the MOU is to jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula Corridor and its northern terminus at the Transbay Center in San Francisco and its southern terminus at the Tamien Station in San Jose.

Although the MTC MOU identifies an Inter-Related Program of Projects in the San Francisco Bay Area for early investments in a blended system, the MOU recognizes that the most substantial and tangible near term investment benefits are derived from the Peninsula Corridor's Electrification Infrastructure Project (of the Caltrain alignment) and the implementation of an Advanced Signal System along that alignment.

Specifically, the MTC MOU includes language that the CHSRA will:

“endeavor in good faith to secure approval and release of \$600 million of Proposition 1A funds and \$106 million of Proposition 1A “connectivity” funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the (Peninsula) Corridor Electrification Infrastructure and Advanced Signal System projects.”

It should be noted that any CHSRA Board commitments to a funding agreement will require a future action of the Board, along with all requisite state agency approvals.

**Staff Recommendation:**

Staff recommends that:

1. The Board adopt Resolution # HSRA 12-11 supporting the attached Memorandum of Understanding between the CHSRA, the Metropolitan Transportation Commission and the seven Northern California agencies noted previously.
2. The Board authorizes the Chief Executive Officer, or his designate, to continue working with the San Francisco Bay Area Transportation agencies in support of the principles outlined in the MOU.

**Attachments:**

- HSRA Resolution # HSRA 12-11
  - Memorandum of Understanding
- MTC Resolution 4056 and Attachments